
INDOT 2030 Long Range Plan

Public and Stakeholder Involvement

Overview

The Indiana Department of Transportation (INDOT) has established a proactive public involvement process in the planning and development of transportation projects. This process provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and transportation programs.

The goal is to develop a continuous public involvement process, accessible to the public, which identifies and addresses critical issues early in the project-development process. It also minimizes duplication of public involvement efforts and meets the needs of the public and resource/regulatory agencies to provide early and continuing input into the project development process.

Communication of the Process

Beginning with the initial development of the 2000 – 2025 Long-Range Transportation Plan, its subsequent amendments and carrying through to this 2004 plan update, INDOT has continually expanded its efforts to be inclusive, striving to provide and refine a conduit for stakeholder input into the plan development process. The primary tool used to disseminate information concerning the status of the 2004 plan update has been the INDOT web page located at: www.in.gov/dot/pubs/longrange/index2.htm. This page has been regularly updated with the most recent developments and information resulting from the plan update process. Other tools employed have been a series of early coordination meetings with INDOT District personnel, the Metropolitan Planning Organizations and Regional Planning Organizations. The timetable and objectives for the development of INDOT's 2004 update of its Long-Range Transportation Plan were conveyed at a number of statewide transportation forums, which were discussed as follows in this chapter.

MPO Conference

The Indiana MPOs conduct an annual conference in the fall of each year. The conference location rotates among the metropolitan areas of the state, depending upon which MPO is hosting the event. INDOT's Planning personnel have traditionally taken an active role in the annual conference, presenting long-range transportation planning updates and participating in many of the sessions. This process has been beneficial for all parties, fostering an open-ended communication process between the MPOs and INDOT. The communication process resulting from the MPO conferences provides an opportunity for the discussion of issues both formally during the meeting and on a less formal, individual,

one-on-one basis between sessions. The INDOT Planning Section relies on this forum to communicate to and include the MPO as true planning partners in the statewide transportation planning process.

Indiana State Fair



The 2004 Indiana State Fair marked the 59th year where INDOT has had a presence at the fair. Taking place from August 11 – 22, the fair attracted 900,365 visitors. INDOT personnel set up and manned a booth in the Exhibition Hall where information regarding the planning process, transportation programs and projects was distributed along with a perennial favorite: the Indiana State Highway Map. The Planning Section's contribution included a large map which displayed all of the expansion projects listed in the plan. Pamphlets were also distributed that described the 2004 plan update process and invited persons to attend one of the six statewide District Meetings where a presentation of the plan update would be made and opportunities would be provided for immediate public comment and feedback.

Purdue Road School

One of the best venues in Indiana to convey transportation issues is at the annual Purdue University Road School, held at Purdue University in West Lafayette, Indiana. One of the oldest of its kind in the nation Purdue's Road School attracts over 1,500 participants representing state and local governments, engineers, traffic experts and the general public that has an interest in transportation issues. The INDOT Planning staff has taken advantage of this opportunity over the past several years by presenting Long Range Plan updates and participating in round table discussions regarding the development of the plan and the status of specific projects listed in the plan, or potential placeholder projects to be added to the plan.

The input from these sessions has been very valuable to INDOT in evaluating the concerns of the professional transportation community within the State. Road School also provides INDOT with yet another opportunity to interact with local, regional, state, and federal transportation professionals.

Public Involvement in INDOT's Program Development Process

As noted in Chapter 2, the INDOT Program Development Process (PDP) is a comprehensive set of procedures intended to provide a formal structure for the evaluation, ranking and programming of INDOT's proposed projects. The final product resulting from the PDP is the publication of the Indiana State Transportation Improvement Program (INSTIP). The PDP has an embedded public involvement component that is activated at

various stages throughout the year-long process. The public interaction stems from two primary sources: comments and input received from local elected officials during the early consultation meeting component and comments and input received directly from the public resulting from the annual District Meetings.

The PDP process begins with an internal INOT review of the current projects programmed in the INDOT scheduling system. Then, a formal INDOT “*call for new projects*” is extended to all counties, cities, towns and to INDOT’s District offices. This is followed by a series of *early consultation meetings*,” where input regarding the proposed projects and any potential scheduling changes is sought from MPOs, RPOs and local elected officials. The purpose of the “*early coordination meetings*” is to obtain local input and to reach a consensus through consultation as to which proposed projects carry the highest priority and what changes, if any, need to be made within the existing projects listed in the INDOT scheduling system. In late summer, the annual District Meetings are held where the public is invited to hear presentations for the INSTIP, the Long-Range Plan and other related transportation issues. The annual District Meetings take place after the draft INSTIP has been published. The meetings are vitally important to INDOT because they provide a direct conduit for face-to-face public involvement in the planning and program development process.

Web Site

One of the most useful and promising public involvement tools employed by INDOT has been the development and use of the INDOT internet website. The site contains a wide-range of information about Indiana’s transportation system and can be accessed at: <http://www.in.gov/dot/>. It has proven particularly useful in the distribution of up-to-date information regarding the status of the 2004 Long-Range Plan update. In addition to the latest, 2003 amended version of the Long-Range Transportation Plan and 1995 Statewide Long-Range Multimodal Transportation Plan, the site provides access to many pertinent planning tools and documents. Among these are an overview of the plan development process, access to the products produced from the 2030 technical planning tools, meeting



notes generated from early planning coordination meetings with the INDOT District, MPOs and RPOs, and a listing of the proposed projects to be added to the plan, together with maps showing their locations. Under the heading of "Tell Us What You Think," there is a feedback link where the public can e-mail comments or questions about the planning process. The address is also listed for INDOT's Long-Range Transportation Planning Section.

MPO Planning

INDOT recognizes the important role that MPOs play in the transportation planning network for Indiana. INDOT participates in the cooperative transportation planning process with each MPO jurisdiction. An effective metropolitan plan incorporates transportation under both local and state jurisdictions. Therefore, INDOT relies on MPOs to include public involvement of their Long Range Transportation Plan and Transportation Improvement Program.

Procedures have been developed by each MPO to provide opportunity for the public to offer input on the MPO Long Range Transportation Plan (20-25 year planning horizon), and MPO Transportation Improvement Program (TIP). INDOT utilizes the MPO public involvement process as the vehicle for soliciting public comment for INDOT projects within the MPO area. INDOT acknowledges the unique nature of each metropolitan area and has determined that the MPO procedures and the statewide transportation forum meet the planning public involvement requirements of 23 CFR 450.316 (b) for projects within the MPO area.

Planning Assessment Study

In 1998, INDOT hired a consultant to assist the transportation planning staff in developing an improved transportation planning process. Among the benefits generated from this effort were some new strategies for public and stakeholder involvement in the state's transportation planning process. The following information resulted from these strategies.

Focus Groups

The use of focus groups has become more common throughout the country as a means to measure public interests and concerns. INDOT was able use this public involvement technique in the Planning Assessment Study in 1998.

These efforts included two working meetings with INDOT staff and stakeholders to develop the framework for the role of public participation in long range planning activities at INDOT. The staff and consultant recommended developing two focus groups. One group would consist of urban citizens and the other would be made up of rural stakeholders. A draft survey questionnaire was developed by the consultant and submitted to INDOT for final approval. INDOT then held two focus group meetings in Indianapolis to collect information on public perceptions of the Indiana transportation system.

The following information collected from these focus groups was incorporated into the findings of the Planning Assessment Study.

Urban Transportation Stakeholders Focus Group Results:

In terms of opinions about the overall state of the transportation system, most citizens in this group were in the middle of the range between very satisfied and very dissatisfied. Respondents were split with two-thirds being somewhat satisfied and one-third being somewhat dissatisfied. Reasons for dissatisfaction included:

- Highways and streets being in poor physical condition;
- A perception of poor planning and communications within INDOT and with the public;
- A need for more and clear directional signing; and,
- Poor timing for repairs to the roadway system.

Rural Transportation Stakeholder Focus Group Results

Overall, 50% of the group indicated that they were somewhat satisfied with the State's current transportation system, and one-third stated that they were somewhat dissatisfied.

Comments expressed by the dissatisfied segment of the group included the fact that they were having communication problems with INDOT. These communication problems were a result of INDOT not knowing who to contact at the local level, and local officials not knowing whom to contact at INDOT. A second comment was that INDOT seems to be behind on programmed improvements.

Futures Symposium

The Indiana Transportation Futures Symposium took place on September 28, 1998 at the Indiana Government Center South in Indianapolis. The forum attracted more than 300 elected officials, transportation professionals, academia, and special interest groups invited for the occasion. Key features from the one-day event included:

- Governor and INDOT Commissioner addresses
- Presentation of the proposed new statewide transportation planning process
- A panel discussion on the Transportation Equity Act for the 21st Century (TEA-21) and its impacts on Indiana
- Futurist perspectives, both state and national
- Break-out sessions tailored to gain input on INDOT's main adopted policy priorities and the proposed new transportation planning process

The Symposium constituted a major step in INDOT's ongoing public and stakeholder outreach efforts. Through the day-long activities, INDOT was able to solicit viewpoints and feedback from concerned stakeholders regarding INDOT priorities, the proposed new statewide transportation planning process, adopted policy areas as well as the state of transportation facilities in Indiana.

The goal of the Transportation Futures Symposium was to gather and document the viewpoints, suggestions and concerns of numerous stakeholders regarding INDOT's approach to transportation planning. The feedback received from the Symposium, along with feedback from prior Transportation Stakeholder meetings, Transportation Market Analysis, surveys, questionnaires and focus groups resulted in a recommended public/stakeholders process that will be used in INDOT's future transportation planning activities.

INDOT Market Research Project

In a follow-up to the Planning Assessment Study and in advance of the Policy Plan update, INDOT initiated a market research study. The purpose of the study was to identify issues of importance to the general public, as well as particular stakeholders. The market research study had several components, key of which were:

- A general survey of the population,
- Outreach to stakeholders concerned about environmental justice issues in Indiana,
- Outreach to stakeholders concerned about land resource issues,
- Outreach to stakeholders concerned about freight issues,
- Suggestions for how INDOT might change the Policy Plan in response to the finding of the market research study

A central component of the market research study was a general survey of the Indiana population aimed at validating INDOT's Policy Plan and identifying emerging areas on which INDOT should focus. The survey also provided an opportunity to identify what transportation issues are important to Indiana residents, and how well INDOT performs in these areas. Ultimately, many of the survey questions may become the basis for customer-based performance measures that INDOT could monitor periodically.

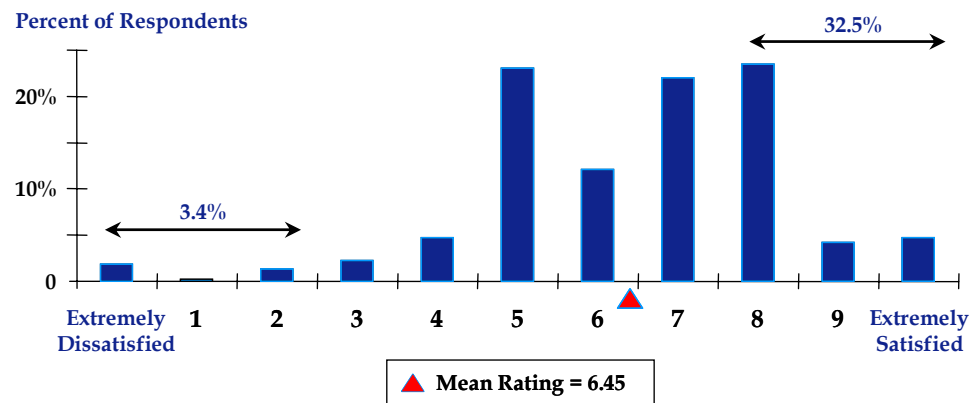
The survey was carried out in May 2003 by the Indiana University Public Opinion Laboratory. It obtained information about travel behavior and socioeconomic characteristics of Indiana residents, analyzed customer attitudes through ratings of policy priorities, importance ratings, and satisfaction with INDOT services, and identified differences in behavior and attitudes by geography, socioeconomic (income, gender, age, auto ownership, household size), and travel behavior. They survey also over-sampled in areas with high concentrations of environmental justice populations.

The survey found that:

- Respondents mostly agree with INDOT's priorities;
- Funding allocation appears to be "about right," but those seeking a reallocation would shift funding to transit, intercity air, and new road construction;
- People are generally aware of INDOT but its exposure could be increased;

- Customers' view of INDOT has remained the same or has slightly improved over the past 12 months;
- INDOT has a positive image in trustworthiness, keeping drivers safe, and helping Indiana's economy; and
- Areas of concern include treating all parts of the State fairly, and completing construction/ maintenance projects on time.

Overall Satisfaction with INDOT

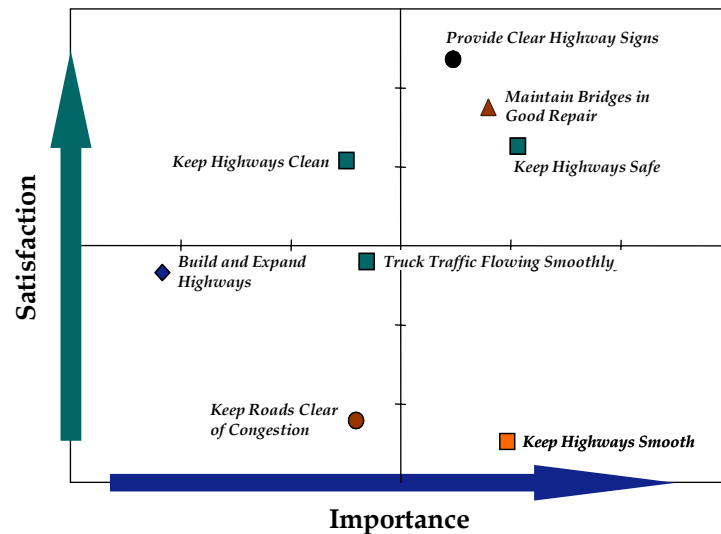


In general, there was high and uniform "overall satisfaction" with INDOT.

The survey responses were evaluated for potential implications for long-range transportation in Indiana. From that evaluation, it was determined that the nine policy areas continued to be relevant (although there are some emerging areas that should get recognized). People think that INDOT should focus on:

- Congestion management;
- Improved highway maintenance; and
- Scheduling of construction and maintenance projects.

Some of the key emerging issues include land resources and homeland security. The survey identified some polarization of opinion regarding INDOT's role in bus and passenger rail service.



Environmental Justice

The concept of *environmental justice* refers, in the broadest sense, to the goal of identifying and avoiding disproportionate adverse impacts on minority and low income individuals and communities. Environmental justice extends community impact assessment by examining communities based on characteristics such as race, ethnicity, income, age and even disability. The U.S. Department of Transportation's (DOT's) Final Order to address Environmental Justice in Minority Populations and Low-Income populations was published by the U.S. DOT to comply with Executive Order 12989, "*Federal Actions to Address Environmental Justice Minority Populations and Low-Income Populations*," dated February 11, 1994.

The Environmental Justice (EJ) Orders require the U.S. Department of Transportation and its operation administrators to integrate the goals of these orders into their operations through a process developed within the framework of existing requirements, primarily the *National Environmental Policy Act* (NEPA) and Title VI of the *Civil Rights Act of 1964*, the *Uniform Relocation Assistance Act* and *Real Property Acquisitions Act of 1970* (URA), *TEA-2*, and other applicable DOT statutes, regulations and guidance that concern planning, social, economic, or environmental matter, public health or welfare, and public involvement.

Since the passage of NEPA, the FHWA has built a framework of policies and procedures to help meet its social, economic and environmental responsibilities while accomplishing its transportation mission. Environmental Justice (EJ) is a component of FHWA's overall commitment to the protection and enhancement of our human and natural environment. INDOT's Environmental Justice objectives include the following:

- Improve the environment and public health and safety in transportation of people, goods, and the development of transportation systems and services.
- Harmonize transportation policies and investments with environmental concerns, reflecting an appropriate consideration of economic and social interests.

- Consider the interest, issues and contributions of affected communities, disclose appropriate information, and give communities an opportunity to be involved in decision-making.

INDOT has made special efforts to evaluate and improve the planning and program process in order to ensure compliance with environmental justice regulations. These efforts have a concentrated focus on two initiatives intended to improve the department's ability to achieve the objectives of the environmental justice regulations. The first initiative calls for the development of a new Public Involvement Procedures Manual that will contain special outreach methods to increase minority and low-income population group participation. The second initiative involved the market research effort (study). One aspect of the study was intended to assist in the identification of transportation needs and perceptions of how well transportation services were being delivered to minority and low-income groups.

The purpose of INDOT's Market Research project was to improve INDOT's understanding of the transportation needs of its customers. The objectives of the environmental justice component of the Market Research project were to identify current and potential future transportation-related environmental justice issue with the state of Indiana and to likewise identify potential EJ initiatives that could be undertaken by INDOT.

The population of the State of Indiana, consistent with patterns observed throughout the country, has and is becoming increasingly diverse racially and ethnically, including persons having limited English proficiency. There also is an increasing desire on the part of INDOT, and other state DOTs as well, to improve the manner in which they respond to customer needs, including the explicit recognition of differences among different population or stakeholder groups. The challenge in identifying, monitoring, and satisfying the needs of INDOT's customers is made all the more challenging because of the increasing diversity in the state's population.

In response to these needs, INDOT addressed environmental justice issues as a component in its larger Market Research project. Four specific work program activities were undertaken:

1. Analysis of existing demographic conditions and trends building on the results of the Year 2000 Census of the Population;
2. Interviews with stakeholder, MPO, and INDOT staff;
3. Use of a stratified sample in the market research telephone survey to ensure a statistically valid sample of minority population subgroups; and
4. Development of potential actions that INDOT could take based on the cumulative results of the previous four information gathering activities.

Research Findings:

1. **Indiana is becoming more diverse.** Populations of racial minority groups are increasing at a much faster rate than the general public. Hispanic population has more than doubled between 1990 and 2000.

2. **Seven percent of Indiana households do not own an automobile.** As expected, differences in vehicle ownership and travel mode to work vary by income, race, and eth-

nicity. Non-EJ households have on average 2.12 vehicles, while EJ households average 1.65 vehicles.

3. EJ and non-EJ respondent ratings were significantly different for a number of policy issues. EJ respondents rated the following policy issues as being more important, including:

- a. Improve bus service;
- b. Make mobility easier for pedestrians and bicyclists;
- c. Improve the mobility of low-income, elderly, and the disabled; and
- d. Improve transportation safety.

4. EJ issues mentioned. Specific environmental justice issues mentioned included highway locations that have divided black communities and disproportionately displaced black residents, frequency of bus service, hours of the day during which public transportation services are available, adequate financing for public transportation, safe location of bus stops, and roadway maintenance practices.

5. Environmental justice, however, is perceived by many as not being an important issue except in Northwest Indiana. "There are so many other issues overshadowing environmental justice that it is rarely mentioned." Major transportation projects are located more in rural and suburban portions of the State than in the central cities where minority populations are living.

6. English proficiency is not a significant issue. Indiana's population having only a limited proficiency in the English language is growing but to date has not been a problem in terms of communication needs.

7. INDOT has taken some steps, but needs to do more. Virtually all of the interviewees acknowledged that INDOT has taken a number of important initiatives to address potential issues of environmental justice. At the same time, they felt INDOT needs to do more. A number of the interviewees felt that not all of the desired perspectives and viewpoints were either at the table or fully represented.

8. Programmatic-level activity is needed. The majority of existing environmental justice analyses are occurring at the project level. Consideration of environmental justice also should be addressed in the development of transportation policies and during the development of systems-level transportation plans and programs.

Based on the findings from the environmental justice component of the Market Research project, INDOT is moving forward with potential actions that will improve the agency's ability to include minority and low-income groups in the transportation planning process and decision-making over future system improvements.

The statewide planning process and statewide transportation improvement program are built upon a partnership based on planning and programming processes with the state's MPOs. INDOT recognizes the critical role that MPOs play in implementing the environmental justice regulations. As part of this cooperative process, INDOT and the MPOs participated the November 2000 FHWA Environmental Justice Workshop. INDOT participates in the cooperative transportation planning process including activities to ensure environmental justice with each MPO jurisdiction. An effective statewide planning and programming process incorporates transportation planning activities under both local

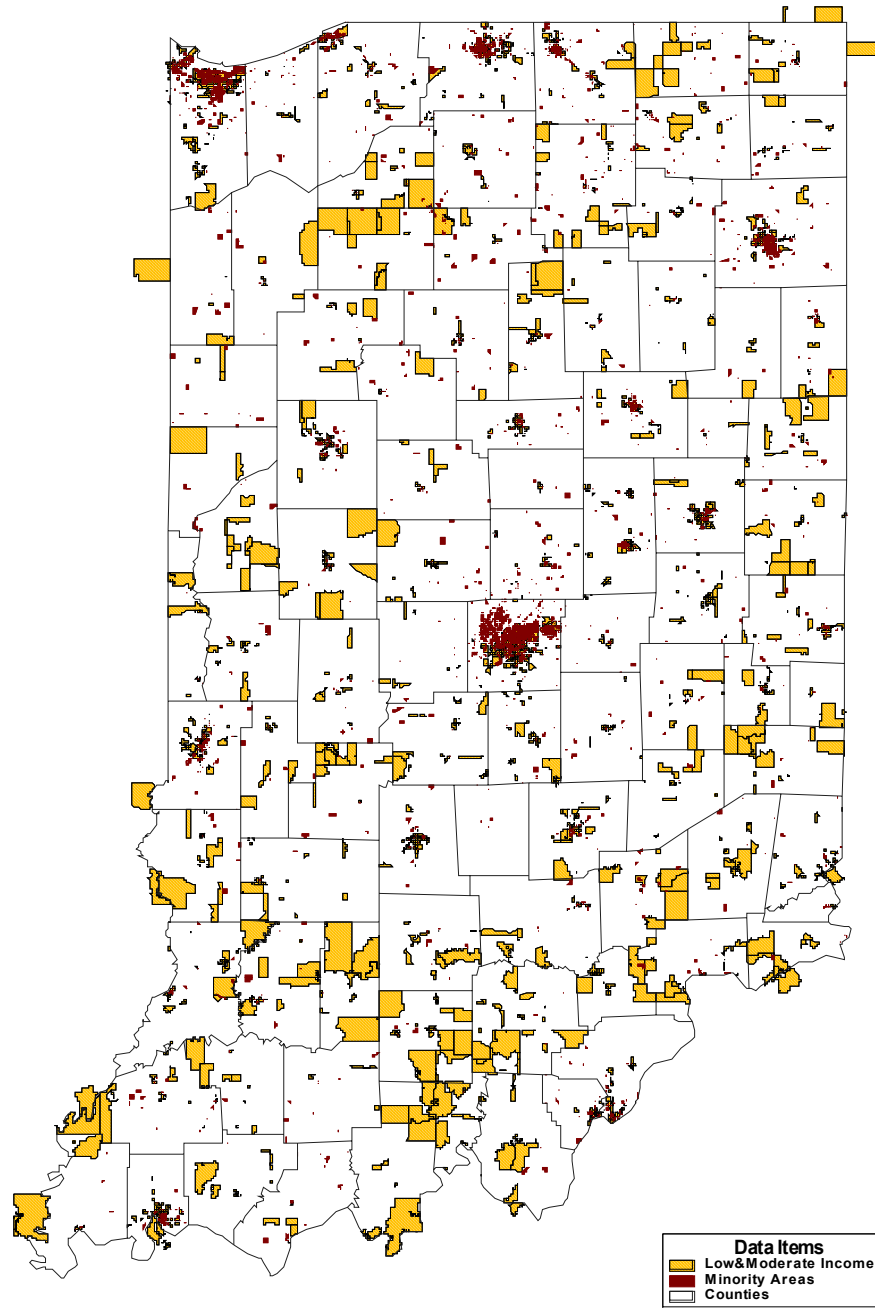
and state jurisdictions. Therefore, INDOT relies on the MPOs to establish and include activities that are designed to ensure compliance with environmental justice regulations as part of their transportation planning work program, long range transportation plan development and transportation improvement program development activities. INDOT utilizes the MPO public involvement process and environmental justice procedures as a major resource in the development of transportation improvement projects.

Minority and Low and Moderate Income Areas: Identification for Environmental Justice Analysis.

The following statewide map for INDOT Environmental Justice Analysis is based upon two data sources: the 2000 Census Public Law P 94-171 block level population, and racial characteristics and the low and moderate income data from 1990 block group Census figures. Each area is defined by a collection of census block or block group pieces. For the identification of minority areas, more than 51 percent of the block level 2000 population was reported as non-white. For the low and moderate income area identification, more than 51 percent of the residents must be of low or moderate income for a census block group piece to be classified in general. However, specific urban areas fall under an exception that lowers the threshold. The threshold percentage is included in the data supplied by the Caliper Corporation. The 1999 boundaries were used for the exception areas.

As the 2000 Census products become available, INDOT will continue to use the most up-to-date data sources to identify environmental sensitive populations. The geographic information planning tools developed by INDOT over the past several years will allow this information to be effectively used in involving low and moderate income and minorities in the transportation planning process.

INDOT ENVIRONMENTAL JUSTICE ANALYSIS



Public Comment on the 2004 Long Range Plan Update

Throughout the plan update process, INDOT employed the use of its website as the primary distribution conduit to release information and obtain public input regarding the various stages development. The website was updated on a timely basis, providing new information whenever significant milestones were achieved. The site also contained a *"Tell Us What You Think"* link that provided the user with a direct e-mail link and an address for written comments.

The planning activities associated with the 2004 plan update were conducted in an atmosphere of partnership and coordination with Indiana's regional and local transportation planning entities. During June and July, 2004, INDOT's Planning Section conducted a series of 26 early coordination meetings. The meetings were mostly conducted in the field at the offices of the various planning entities. The early coordination meetings consisted of six INDOT district meetings, one with each of the districts, thirteen individual metropolitan planning organization meetings and, seven regional planning organization meetings.

To establish a framework for discussion prior to each of the early coordination meetings, the organizations were asked to review those INDOT projects currently listed in the published INDOT 25-Year Plan relative to their area of jurisdictions and to compile a listing of any projects where a change in scope, implementation date or even, deletion from the plan was warranted. They were asked to then prepare a listing of potential new transportation added capacity projects for consideration and evaluation in their area. Finally, they were asked to identify transportation planning issues that their organization were encountering and that might be assisted or remedied through INDOT action. INDOT also provided the each organization with the early results of its 2030 existing plus committed statewide transportation model outputs for review.

Notes were taken for each of the twenty-six early coordination meetings. The notes, including follow-up comments, were then published on the INDOT website for public review and feedback.

Close on the heels of this process, the annual INDOT District meetings took place in August where, along with a presentation of the draft Indiana State Transportation Improvement Program (INSTIP), a presentation regarding the 2004 Long Range Plan update was made. The public was invited to make comments regarding the plan update at the District Meetings or to provide written follow-up comments at a later date prior to the close of the formal comment period. A public comment period for the 2004 draft INDOT Long-Range Plan update began on August 19 following the close of the last INDOT District meeting and it came to a close thirty days later on September 17, 2004.

INDOT District Meetings

Each year, the Indiana Department of Transportation conducts public meetings at each of its six districts throughout the state. The primary purpose of the meetings is to present the draft *Indiana Statewide Transportation Improvement Program* (INSTIP). The annual district meetings are also used to develop and foster lines of communication between the citizens of Indiana and the Indiana Department of Transportation. Prior to the 2004 district meetings, over 1,100 invitations were mailed to transportation stakeholders consisting of members of the Indiana General Assembly, local elected and appointed officials, members of various organizations with interests related to transportation such as environmental and bicycling groups, and persons that have expressed an interest in transportation issues in Indiana. Also in early August, pamphlets containing information about the Long Range Plan update and inviting persons to attend the six district meetings were distributed to citizens who visited the INDOT booth at the Indiana State Fair INDOT. Prior to the meetings, press releases announcing the date, location, times and description of the district meetings were distributed to media outlets throughout the State of Indiana.

The 2004 INDOT district meetings were held in August. Each district served as the host for meetings conducted within its district. And each district scheduled two, 2-hour meetings, an afternoon meeting and an evening meeting. While the meeting format varied slightly from district to district, the meetings generally began with an open house format where the public could view static displays and talk with INDOT representatives about specific issues and projects. A more formal meeting followed where presentations were made for the Long Range Plan update, the INSTIP and the Program Development Process. A question and answer period followed after the last presentation was made. Attendees were also provided comment sheets in which they could submit written questions, comments and requests.

INDOT has published a record of the 2004 District Meetings. It is entitled, *INDOT 2004 Transcript: District Meetings*.

Crawfordsville District:

The INDOT Crawfordsville District is located in west central Indiana. The district's geographic area covers twelve full counties and portions of three other counties. Two MPOs lie within the district: Lafayette and Terre Haute. Additionally, a small portion of the West Side of the Indianapolis MPO is located in the Crawfordsville District. The District meetings were held on August 17, 2004 at the district office complex, located near the intersection of I-74 and SR 231 in Crawfordsville. The afternoon and evening sessions attracted ninety-six persons.

Fort Wayne District:

The INDOT Fort Wayne District is located in northeastern Indiana. Its geographic area includes fourteen counties and small portions of three other counties: Blackford, Fulton and Jay Counties. The Fort Wayne MPO lies within this district, as does the eastern, Elkhart County portion of the Southbend/Mishawaka MPO. The district meetings were held on August 11, 2004 at the Syracuse Community Center, 1013

North Long Drive, Lakeside Park in Syracuse, Indiana. The afternoon and evening sessions attracted forty-three persons.

Greenfield District:

The INDOT Greenfield District is located in east central Indiana. The district's geographic area includes a little more than fifteen counties. There are four MPOs within the district: Anderson, Indianapolis, Kokomo and Muncie. The district meetings were held on August 18, 2004 at the District offices, 32 South Broadway, Greenfield, Indiana. A total of ninety-six persons attended the Greenfield District meetings.

LaPorte District:

The INDOT LaPorte District is located in northwest Indiana. The district's geographic area includes thirteen counties. The Northwestern Indiana Regional Planning Commission (NIRPC) serves as the MPO for the urbanized areas in Lake, Porter and LaPorte Counties. The St. Joseph County portion of the Southbend/Mishawaka MPO also lies within the boundaries of the LaPorte District. The district meetings were held on August 12, 2004 at the LaPorte District Offices, 315 East Boyd Boulevard in LaPorte. Sixty-one persons attended the LaPorte District meetings.

Seymour District:

The INDOT Seymour District is located in southeastern Indiana. The district's geographic area includes eighteen counties and portions of five other counties: Morgan, Owen, Shelby Lawrence and Crawford Counties. The Columbus and Bloomington MPOs lies within the district, as does the southern, Johnson County portion of the Indianapolis MPO. The Indiana Counties of Clark and Floyd are also a part of the Louisville, Kentucky MPO. The Seymour district meetings took place on August 10, 2004, attracting one-hundred and eighty persons.

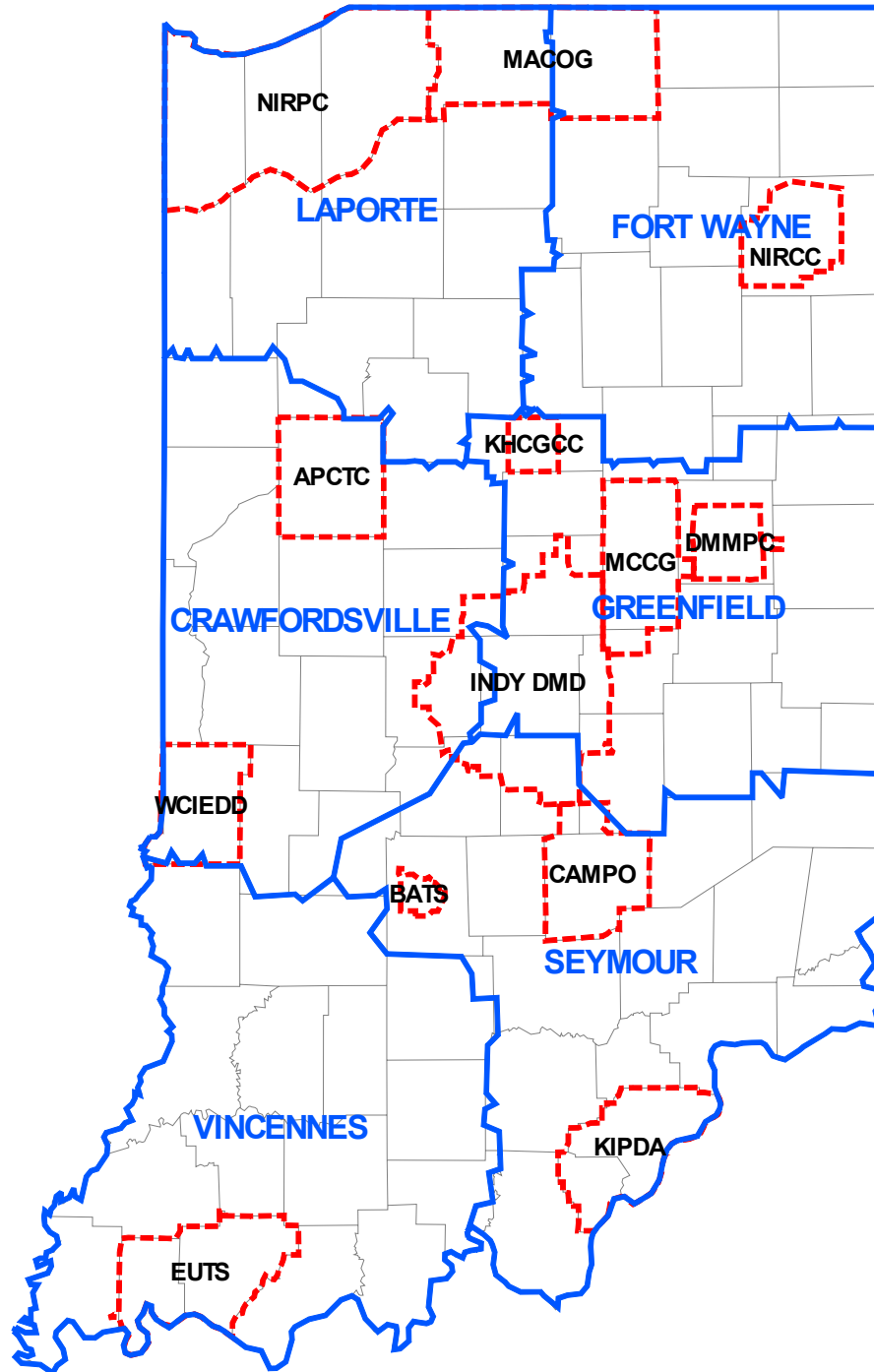
Vincennes District:

The INDOT Vincennes District is located in southwest Indiana. The district's geographic area includes sixteen counties. The Evansville Transportation Study (EUTS), the MPO for the Evansville urbanized area is located in the district. The Vincennes district meetings were held on August 16, 2004 at the Vincennes District Offices, 3650 South US Highway 41 in Vincennes. A total of sixty-three persons were in attendance at the two meetings.

Figure 3-1 is a map that depicts the Indiana Department of Transportation's six district boundaries and the location of the Metropolitan Planning Organizations.

Figure 3-1

INDOT DISTRICT & MPO MAP



The District Meeting Presentations and Responses

A presentation of the 2004 Long Range Plan update was made at each of the District Meetings. Questions and comments generated from the District Meetings generally fall into three common themes: 1) fiscal concerns, 2) multi-modal concerns and, 4) requests for copies of the draft Long Range Plan. The INDOT Hearing Section published a record of the District Meetings entitled, *INDOT 2004 Transcript District Meetings*. The publication includes copies of the letters of invitation, the mailing lists, a listing of those in attendance at each District Meeting, copies of the presentations, and the written comments received by the Hearing Section.

1) Fiscal Concerns:

Written comments were received expressing concern that the twenty-five year fiscal forecast was too optimistic.

The response to this series of comments was that the plan is a long range planning tool and that INDOT will continue to monitor fiscal conditions and update the plan on a periodic basis, as may be warranted to address changing conditions. As this process is a long-term, 25-year effort, short falls in the near term may be offset by funding in excess of expectations in the longer-term future. The best available data on actual historic funding trends, as provided by INDOT's Division of Budget and Fiscal Management, was used to create and support the fiscal forecast.

2) Multi-modal concerns:

A common theme was expressed over the need for multimodal transportation improvements to supplement the improvements to the highway system.

In response to multi-modal concerns, it was noted that the 1995 Multimodal Transportation Plan would be updated in the near future. That plan's update would better serve and focus on multimodal needs. It was also noted that INDOT, through its Division of Multimodal Transportation, has conducted an active program with a high-speed rail outreach effort, bicycle and pedestrian planning, and development of scenic trails. These efforts have been documented where possible in the 2030 plan update and will be addressed in greater detail in future plan updates.

3) Requests for copies of the draft Long Range Plan:

There were frequent questions asking for copies of the draft Long Range Plan.

For broad distribution of the plan and related planning documents, INDOT has been relying upon the Internet to provide copies of the plan to the general public. A limited distribution of the full report will be provided to the District Offices and planning partners both at the MPO and RPO organizations and at selected public libraries throughout the state. It was also stressed that the full version of the plan will be maintained on the INDOT web site.

Specific Revisions to the Plan Document

General Questions Received on the Plan:

Summary

Throughout the process of updating the Long-Range Transportation Plan to a 2030 planning horizon, INDOT has communicated the long range plan development process to state transportation professionals, local elected officials, and the public at MPO conferences and the Purdue Road School. In addition, comments were provided by local elected officials and the public in the Program Development Process. The MPOs provide local input in urbanized areas, the RPOs provide local input in the more rural areas and the NQI survey offers public opinion concerning conditions of the National Highway System in our region. Moreover, the Planning Assessment Study provided public participation in the form of focus groups and the futures symposium.